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Package ID #: 0022909-000199		
<b>Name:</b> COMMANDER SEVENTH FLEET C7F YOKOSUKA JAPAN FRAUD SUPPOR AKA:		
<b>Social Security Number:</b>		<b>Context:</b> Impersonal Title
<b>Date of Birth:</b>	<b>State of Birth:</b>	<b>Country of Birth:</b>
<b>Case Number:</b> 28MAY12FEYK03484YCR		<b>Dossier:</b>
<b>DCII INDEX CODE:</b> G = 15 Years	<b>RECORD SERIES #:</b> 5580/4d(5)	<b>Date Closed:</b> 05/30/2012
<b>RECORD SERIES (FILE PLAN)</b> Gen Mgmt, Sec & Safety Svcs - Provide Security Svcs - Law Enforcement - Non-Investigative Reports - NCIS Operations Reports (NORS) <b>Non-Investigative Reports</b>		
<b>Comments:</b>		
<input type="checkbox"/> <b>No</b> Polygraph Examination Conducted		<input type="checkbox"/> <b>No</b> Sexual Offender Registry Completed
<input type="checkbox"/> <b>No</b> Finger Prints Submitted to Code 24B3		<input type="checkbox"/> <b>No</b> Final Disposition Report to FBI
<b>CIS -</b> _____ / _____ <input type="checkbox"/> <b>Closed Status</b> <input type="checkbox"/> <b>Dup Title</b> <input type="checkbox"/> <b>Dup CCN</b>		
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 RUR0011VUU		<b>1 2 / 2 4 1 9 6</b>
(b)(6), (b)(7)(C) _____ Typed Name of SSA		certify that this document has been reviewed and is complete.
4 Jun 12 _____ DATE		(b)(6), (b)(7)(C) _____ SIGNATURE

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6/1/2012

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

REPORT OF INVESTIGATION (INFO)

30MAY12

INTEGRATED SUPPORT (II)

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

MADE AT/FEYK/YOKOSUKA JAPAN (b)(6), (b)(7)(C) SPECIAL AGENT

## REFERENCES

(A) FEFO ECONOMIC CRIMES PROGRAM OUTREACH DOCUMENT/05OCT11

(B) (b)(7)(A)

(C) NCISRA YOKOSUKA, JAPAN ROI (INFO)/I/SUSPECTED COST MISCHARGING  
INVOLVING HUSBANDING SERVICES PROVIDER/CCN: 28OCT11-FEYK-0637-  
4MCR

(D) NCISRA YOKOSUKA, JAPAN ROI (INFO)/I/COMSUBGRU-7, YOKOSUKA,  
JAPAN/IDENTIFICATION OF VULNERABILITIES TO USN BY HUSBANDING  
SERVICE PROVIDERS/CCN: 06MAR12-FEYK-0117-4MCR

## EXHIBITS

- (1) IA: Results of Interview of (b)(6), (b)(7)(C) CIV/29May12... (Copy All)
- (2) IA: Results of Interviews of USS MICHIGAN (SSGN-727) Crew/29May12... (Copy All)
- (3) IA: Results of Interview of (b)(6), (b)(7)(C) CIV/29May12... (Copy All)
- (4) IA: Results of Interview of (b)(6), (b)(7)(C), USN, and (b)(6), (b)(7)(C), USN/29May12... (Copy All)
- (5) IA: Results of Interview of (b)(6), (b)(7)(C) USN/29May12... (Copy All)
- (6) IA: Results of Contact with (b)(6), (b)(7)(C), CIV/29May12

## NARRATIVE

1. Pursuant to requirements outlined in Reference (A) and continuing with support provided in Reference (B), Reporting Agent (RA) has been provided with information relating to References (C) and (D). As a result, and in an attempt to potentially identify further vulnerabilities with Husbanding Service Providers (HSP) in foreign ports, from 21Apr12-01May12, RA traveled to Perth, Western Australia to observe and interview (b)(6), (b)(7)(C) from the various ships that participated in the port visit to Freemantle, Western Australia. The USN vessels in the Western Australian area during the timeframe mentioned supra were the USS CARL VINSON (CVN-70), USS BUNKER HILL (DG-52), USNS BRIDGE (T-AOE-10), and the USS MICHIGAN (SSGN-727). RA was assisted in coordination with the USN vessels by Participant Agent (PA) (b)(6), (b)(7)(C) COMSUBGRU-7.

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2. On 23Apr12, RA arrived at the Royal Australian Navy (RAN) base, Her Majesty's Australian Ship (HMAS) Stirling, Western Australia, location of the USS MICHIGAN (SSGN-727). While at the pier where the USS MICHIGAN (SSGN-727) was berthed, RA met with (b)(6), (b)(7)(C) waste management company. (b)(6), (b)(7)(C) related he has serviced several other USN vessels in the past. (b)(6), (b)(7)(C) also stated he was the only accredited quarantine waste water business in Western Australia. (b)(6), (b)(7)(C) showed RA how he was able to measure the amount of waste water pumped from a vessel into his truck by viewing a clear tube exuding from the rear of the truck that had painted on numbers on the surface of the truck. (b)(6), (b)(7)(C) assured the measurements were accurate. (b)(6), (b)(7)(C) also related he was hired by "Transpacific" and had never heard of Glenn Defense Marine. (b)(6), (b)(7)(C) provided information related to the Australian environmental requirement to have all food waste separated from the vessel's grey water waste (dish water, shower, sinks) and it was not a new requirement. Exhibit (1) pertains.

3. On 23Apr12, RA also spoke with (b)(6), (b)(7)(C) USN, all from the USS MICHIGAN (SSGN-727), regarding their experiences with HSP's in foreign ports and particularly with their current experiences with GDMA. All three Navy members provided information regarding the capabilities of the submarine and their requirements for monitoring waste water flow and other items requiring HSP assistance. As this was (b)(6), (b)(7)(C) first tour as (b)(6), (b)(7)(C) he had little experience to draw from, but stated the port visit to date was pretty smooth thus far and the (b)(6), (b)(7)(C) was very helpful. All three Navy members had never heard of the Australian environmental requirement to separate the food from the grey water and never knew it to be a requirement in any other foreign ports. Exhibit (2) pertains.

4. On 24Apr12, RA met with (b)(6), (b)(7)(C) USNS BRIDGE (T-AOE-10). (b)(6), (b)(7)(C) related he had only been (b)(6), (b)(7)(C) for the USNS BRIDGE (T-AOE-10) for two months and this was his first port visit to Western Australia. (b)(6), (b)(7)(C) first time dealing with GDMA would be during said port visit, but he dealt with Glenn Defense Marine Asia in the Philippines where he related he did not like getting charges for pier divers wherein there were no witnesses to attest to their doing the dives. (b)(6), (b)(7)(C) provided information regarding another HSP from the Middle East and stated he would inform RA of any suspected fraud during this port visit. Exhibit (3) pertains.

5. On 25Apr12, RA met with (b)(6), (b)(7)(C) USS CARL VINSON (CVN-70), and (b)(6), (b)(7)(C), USS CARL VINSON (CVN-70). (b)(6), (b)(7)(C) related they had a staff of other USS CARL VINSON (CVN-70) crew members to assist

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with the ordering, purchasing, and receiving of goods and services for the USS CARL VINSON (CVN-70) as it was such a large command. (b)(6), (b)(7)(C)

(b)(6), (b)(7)(C) related he has good communications with Naval Supply Systems Command (NAVSUP) and has the capabilities to communicate with the HA and his next port visits while underway. Neither (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) had heard about the separation of food from their grey waste water with regard to the Australian environmental requirement. (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) provided suggestions for better preparing (b)(6), (b)(7)(C) for deployments and emphasized they never feel obligated to sign off on any invoices that they disagree with nor should any (b)(6), (b)(7)(C) at any time. Exhibit (4) pertains.

6. On 25Apr12, RA interviewed (b)(6), (b)(7)(C) USS BUNKER HILL (DG-52). (b)(6), (b)(7)(C) related he was receiving good service from GDMA since arriving in Freemantle Port, Freemantle, Western Australia and the HA, (b)(6), (b)(7)(C) have been helpful and easy to reach when needed. (b)(6), (b)(7)(C) related he only had one small complaint against GDMA with regard to their online purchasing website in that after making a purchase selection, the price can change and does not allow the (b)(6), (b)(7)(C) to re-approve or disapprove at the different price. Exhibit (5) pertains.

7. Throughout the week of the port visit, RA interacted with (b)(6), (b)(7)(C) (b)(6), (b)(7)(C), and Participant Agent (PA) (b)(6), (b)(7)(C) the NCIS Special Agent assigned to Perth, Western Australia. Throughout conversations with both (b)(6), (b)(7)(C) and PA (b)(6), (b)(7)(C) it was noted that per the GDMA contract, with regard to Force Protection, armed guards are required for security at the pier where the USN ships are berthed and/or where the ferry boats drop off/pick up crew members. However, the only individuals in Western Australia that are allowed to be armed security are the Western Australian Police (WAPOL). Due to the fact that off-duty WAPOL officers would be assigned this duty, they would have to receive over-time and thus cost substantially more money than the unarmed security guards that were provided by the Freemantle Port Authority. RA observed there were several security guards surrounding the port and USN personnel and security guards were manning the entrance to the Freemantle Passenger Terminal, where the USS BUNKER HILL (DG-52) and ferry boats docked. PA (b)(6), (b)(7)(C) completed her duties and maintained continuous communications with the WAPOL and other Western Australian federal agencies to assure the force protection issues were addressed and met requirements. Exhibit (6) pertains.

8. In conclusion, a consistent theme throughout the week was that all Western Australian personnel who were interviewed had major criticisms of the former HSP, Military Agency Services (MAS) concerning issues reported in Reference (C). In speaking with Officers from the RAN, the

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RAN is cooperative and willing to assist the NCIS in any potential prosecution of the (b)(6), (b)(7)(C) Information provided by the RAN officers has been provided to NCISRA Singapore pursuant to Reference (C). All SUPPOS interviewed had positive reviews regarding their HA's and GDMA during this port visit. It was also noted that the Western Australia port visit was a success and at a reasonable cost; estimated at \$2.1 million USD for the USS CARL VINSON (CVN-70) per (b)(6), (b)(7)(C). Various individuals from the Freemantle Port Authority and RAN would like to host USN ships for future port visits.

**PARTICIPANTS**

(b)(6), (b)(7)(C)

Special Agent, NCISRU Perth, Australia  
Supply Officer, COMSUBGRU-7, Yokosuka, Japan

**ACTION**

SNSN: For informational purposes.

SNAS: For informational purposes.

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NCISHQ: 023A

ACTION: SNSN/SNAS

INFO: FEYK/COMSUBGRU-7 Commanding Officer (H)✓/NAVSUP FE  
Commanding Officer (H)✓/Commander Seventh Fleet Commanding  
Officer (H)✓/Commander Navy Forces Japan Commanding Officer (H)✓

CASE CONTROL		
	INITIALS	DATE
TRANSMITTED	(b)(6), (b)(7)(C)	6/1/12
CCS		6/1/12
MAILED		
XEROXED	copy GADINT x4	
FAXED		
SSU		
PROCOMM		
DMS		
CLEOC UPDATED		

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(b)(6), (b)(7)(C)

V2 LNY

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# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF INTERVIEW OF (b)(6), (b)(7)(C) CIV

1. On 23Apr12, Reporting Agent (RA) met with (b)(6), (b)(7)(C) Muck Suckers waste management company, Oldbury, Western Australia. (b)(6), (b)(7)(C) was in the process of pumping the Collection, Handling, Transfer (CHT) waste from the USS MICHIGAN (SSGN-727).
2. (b)(6), (b)(7)(C) related he (b)(6), (b)(7)(C) for the last six years, but has been in the waste management business for over twenty years. Per (b)(6), (b)(7)(C), Muck Suckers is the only accredited quarantine waste water business in Western Australia. According to (b)(6), (b)(7)(C), he has transported waste from other US Naval vessels in the past. (b)(6), (b)(7)(C) also related that he was hired by "Transpacific" and it was an American owned company. (b)(6), (b)(7)(C) stated he had never heard of Glenn Defense Marine. (b)(6), (b)(7)(C) also informed that he would provide his invoice to Transpacific for his work on the USS MICHIGAN (SSGN-727).
3. RA asked (b)(6), (b)(7)(C) about the need to separate the grey water (food waste from the water) as crew members of the USS MICHIGAN earlier reported to RA that this was a new procedure. (b)(6), (b)(7)(C) stated that due to Australian environmental laws, all food waste must be separated in order to ensure that no seed or other vegetation is inadvertently released into the Australian environment. RA asked if this was a new Australian law and (b)(6), (b)(7)(C) stated it has been a law and requirement for his business for as long as he could recall. RA related that the crew from the USS MICHIGAN informed RA that this was something they had never heard of before. (b)(6), (b)(7)(C) stated he was not surprised as the major companies that handle the port visit contracts tend to be very corrupt, particularly the company that used to have the contract. (b)(6), (b)(7)(C) was unable to recall what the company was named. (b)(6), (b)(7)(C) added he thought the owner of one of the previous contracting companies had a criminal record and was banned from the UK.
4. RA asked (b)(6), (b)(7)(C) how he was able to tell how much waste water was pumped from the USS MICHIGAN and into his truck. (b)(6), (b)(7)(C) walked RA to his truck that was connected to the USS MICHIGAN and pointed out that on the back of the truck was a clear tube with metered markings on it that indicated volume. (b)(6), (b)(7)(C) stated that one can visibly see how much water has been pumped just by looking at the level on the tube. RA asked if it was calibrated and accurate. (b)(6), (b)(7)(C) stated the metrics were indeed accurate. Enclosure (A) pertains.

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EXHIBIT ( )



28MAY12-FEYK-0348-41CR

29MAY12

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**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ENCLOSURE

(A) Four Template Photos of Muck Suckers/23Apr12

REPORTED BY: (b)(6), (b)(7)(C)

OFFICE: NCISRA YOKOSUKA, JAPAN

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(b)(6),  
(b)(7)(C)

V2 LNY

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NAVAL CRIMINAL INVESTIGATIVE SERVICE

PHOTOGRAPH FORM



1. OFFICE CODE: FEYK

2. TITLE:

I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT  
APRIL 2012

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

MUCK SUCKERS' TRUCK ON PIER  
ABOARD HMAS STIRLING TAKEN  
FROM USS MICHIGAN (SSBN-723)

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23APR12

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PHOTOGRAPH (1)

ENCLOSURE (A)



NAVAL CRIMINAL INVESTIGATIVE SERVICE

PHOTOGRAPH FORM



1. OFFICE CODE: FEYK

2. TITLE:

I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT  
APRIL 2012

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

(b)(6), (b)(7)(C) AND USN CREW MEMBER  
ATTACHING WASTE WATER HOSES  
TO MUCK SUCKER'S TRUCK

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) 23APR12

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PHOTOGRAPH (2)

ENCLOSURE (A)



NAVAL CRIMINAL INVESTIGATIVE SERVICE

PHOTOGRAPH FORM



1. OFFICE CODE: FEYK

2. TITLE:

I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT  
APRIL 2012

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

CLEAR TUBING ON MUCK SUCKERS  
TRUCK WITH NUMERIC LITERS  
PRINTED ON TRUCK AS GAUGE

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) 23APR12

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PHOTOGRAPH (3)

ENCLOSURE (A)



NAVAL CRIMINAL INVESTIGATIVE SERVICE

PHOTOGRAPH FORM



1. OFFICE CODE: FEYK

2. TITLE:

I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT  
APRIL 2012

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

OVERVIEW OF REAR OF MUCK  
SUCKERS WASTE WATER  
REMOVAL TRUCK

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23APR12

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PHOTOGRAPH (4)

ENCLOSURE (A)



# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF INTERVIEW OF USS MICHIGAN (SSGN-727) CREW

1. On 23Apr12, Reporting Agent (RA) met separately with (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) USS MICHIGAN (SSGN-727) regarding their experiences and dealings with foreign Husbanding Service Providers (HSP), particularly with Collection, Handling, Transport (CHT) of waste water.
2. (b)(6), (b)(7)(C) related that the USS MICHIGAN crew keeps logs of how much waste water was pumped at a certain time each day. At the end of the day, the amounts are added up. The HSP that is contracted to take the waste water may have a different amount, but the crew members would know if the HSP is trying to defraud as those in charge of logging the waste water know the maximum capacity for the vessel and/or the averages for daily amounts. Per (b)(6), (b)(7)(C), the capacity for waste water on the submarine is a set amount. If we are in port for three days, we know the maximum amount would be (three times the maximum amount). If the HSP gives an invoice for (the maximum amount, or less) the Chop (b)(6), (b)(7)(C) will sign off and pay the bill. If the amount charged by the HSP is higher, it should be questioned." RA asked if the Chop knows to go to the engineering department (those in charge of logging in the waste water amounts being pumped) to get the accurate amounts. (b)(6), (b)(7)(C) said the Chop does not inquire about that as it would be another step that is not part of the regular procedures, but it is not unreasonable to think they would do so if there was a discrepancy.
3. (b)(6), (b)(7)(C) related this was his first port visit as the (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) stated he has not noted any issues with the HSP during this port visit thus far, however it was news to him that the submarine had to separate their grey water into two categories, with food and without food. (b)(6), (b)(7)(C) stated this was the first time he ever heard of separating the grey water. Because of this new requirement, there was a delay in getting the waste water pumped because the truck tanker that was required for the waste water quarantine was not on the pier. When asked how he monitors the amount of waste water being pumped by the HSP, (b)(6), (b)(7)(C) stated the engineering department keeps logs and he personally was pier side with the tanker truck monitoring flow. (b)(6), (b)(7)(C) added that his monitoring the flow to the truck was

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000012

EXHIBIT ( 2 )



SUBJ: I/COMMANDER SEVENTH FLEET (C7F)/YOKOSUKA, JAPAN/FRAUD SUPPORT

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

not a requirement. (b)(6), (b)(7)(C) advised there was no electronic or otherwise flow meter on the submarine to track the exact amount of waste water being pumped; however, there was a tank level gauge that is recorded into the log book. Because the submarine's tank was so small, it is not necessary to check the "hourly rate of flow" as it can empty completely within one hour.

4. RA asked (b)(6), (b)(7)(C) if there were any issues docking pier side when they arrived the previous day. Both related there were no major issues and the fenders were already in place as they were installed by the Royal Australian Navy.

5. RA then met with (b)(6), (b)(7)(C). (b)(6), (b)(7)(C) stated this was his first tour as (b)(6), (b)(7)(C). (b)(6), (b)(7)(C) added he has had no major issues with this port visit with the exception that this was the first time a "boomer" (nuclear submarine) has been in the port and, "they (HSP) did not know what to do with hooking up the lines. We were delayed about half an hour." (b)(6), (b)(7)(C) related that (b)(6), (b)(7)(C) CIV, HSP, Glenn Defense Marine Australia, "has been great. It's my first time working with him." When the boat initially pulled into port, (b)(6), (b)(7)(C) and Participating Agent (PA) (b)(6), (b)(7)(C) were there and able to provide assistance and guidance to the contractors in order to get organized and set up. (b)(6), (b)(7)(C) stated the bus schedule has been on point and (b)(6), (b)(7)(C) was able to get some printer toner to him at a reasonable cost, a Non-Contract Line Item Number (CLIN).

6. RA asked (b)(6), (b)(7)(C) to report any HSP issues during this port visit and all agreed to do so. RA arranged to be present with (b)(6), (b)(7)(C) when he was given and reviewed the final invoices for the port visit with (b)(6), (b)(7)(C) on 26Apr12.

7. On 27Apr12, RA attended the invoice review between (b)(6), (b)(7)(C) and (b)(6), (b)(7)(C) aboard the USS MICHIGAN (SSGN-727). RA was able to review the invoices as well and the process included (b)(6), (b)(7)(C) explaining all of the costs prior to (b)(6), (b)(7)(C) signing off on them. The invoices were split into two, one for the initial visit (before the submarine left for exercises) and the one for the return visit (after the exercises). RA noted the invoices for both visits were exactly the same, however the bus service was added to the second set of invoices (due to it being a longer visit and for rest and relaxation), and five cell phones. RA noted that (b)(6), (b)(7)(C) reviewed the invoices carefully before signing. It was also related by (b)(6), (b)(7)(C) that items not on either of the invoices were for: trash, Collection Handling, Transport (CHT) of waste water, kitchen waste (quarantine of food from waste water), oily water, and shore power (power consumption, not for cable usage). The remaining items would be sent to (b)(6), (b)(7)(C) Commander Submarine Group Seven (COMSUBGRU-7) for final approval and payment.

REPORTED BY: (b)(6), (b)(7)(C)  
OFFICE: NCISRA YOKOSUKA, JAPAN

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PAGE 2 LAST (b)(6), (b)(7)(C) V2 LNY

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# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF INTERVIEW OF (b)(6), (b)(7)(C), CIV

1. On 24Apr12, Reporting Agent (RA) met with (b)(6), (b)(7)(C), (b)(6), (b)(7)(C) USNS BRIDGE (T-AOE-10). (b)(6), (b)(7)(C) has been the (b)(6), (b)(7)(C) for the USNS BRIDGE for two months and this was his first port visit to Western Australia.
2. As it was the USNS BRIDGE's first day in Western Australia, (b)(6), (b)(7)(C) had yet to meet with anyone from the Husbanding Service Provider (HSP) Glenn Defense Marine Australia. However, (b)(6), (b)(7)(C) stated he had dealt with Glenn Defense Marine Asia in the Philippines and in Malaysia. (b)(6), (b)(7)(C) stated he had issues in Subic Bay, Philippines with being charged for divers at the piers. (b)(6), (b)(7)(C) stated he would have no problem paying for the divers; however, no one who was present to witness the divers. (b)(6), (b)(7)(C) suggested someone from the Navy be present before the ship pulls into port to verify that these things actually take place so there is no question to the authenticity of the invoices.
3. (b)(6), (b)(7)(C) stated he had a lot of problems with the HSP, INCHCAPE Shipping Services, Dubai, for their port visits to Fujairah (United Arab Emirates (UAE)) and Jebel Ali, UAE. (b)(6), (b)(7)(C) stated he was charged for protocol items (canopies and chairs) though the USNS BRIDGE does not use them. He added he was charged between \$16,000 and \$18,000 a day for these items. (b)(6), (b)(7)(C) stated he would report any potential fraud for this port visit to RA.

REPORTED BY: (b)(6), (b)(7)(C)  
OFFICE: NCISRA YOKOSUKA, JAPAN

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# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF INTERVIEW (b)(6), (b)(7)(C) USN, AND (b)(6), (b)(7)(C)  
(b)(6), (b)(7)(C), USN

1. On 25Apr12, Reporting Agent (RA) met with (b)(6), (b)(7)(C) USN, (b)(6), (b)(7)(C), USS CARL VINSON (CVN-73) and (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) USS CARL VINSON (CVN-73) during the USS CARL VINSON's port visit to Freemantle, Western Australia. The purpose of the meeting was to discuss the current port visit and services received from the contracted Husbanding Service Provider (HSP), Glenn Defense Marine Australia (GDMA) and any other potential fraud issues identified by (b)(6), (b)(7)(C) for foreign port visits.

2. As (b)(6), (b)(7)(C) for an aircraft carrier, (b)(6), (b)(7)(C) and (b)(6), (b)(7)(C) stated they are lucky that they have a staff to assist with ordering and purchasing requirements during their deployments. (b)(6), (b)(7)(C) stated that in preparation for a deployment, he and his staff review costs from the last cruise and/or the last time a vessel had a port visit to the same ports in order to get a rough estimate of how much services and goods will cost. They will provide post cost reports through NAVSUP Fléet Logistics Center (FLC)'s website. An officer is selected to deal directly with the Husbanding Agent (HA) and to front load the HA with the ship's expectations for the port visit. As far as Western Australia, it is a pre-approved port with pre-approved services. (b)(6), (b)(7)(C) stated that part of the cost includes the force protection (FP) and these FP requirements for Battle Force Seventh Fleet, Commander Task Force 70 (CTF-70) for Carrier Strike Group Five change with each port. (b)(6), (b)(7)(C) also stated that the HSP is a business and they need to make a profit; however it is his and (b)(6), (b)(7)(C) job to make sure the prices are fair and reasonable. "When in doubt, we don't pay."

3. (b)(6), (b)(7)(C) stated the "Small Boys (small USN vessels) have a lot of issues (during foreign port visits) whereas the carrier has a lot more support and better communications (capabilities). FLC is imbedded with the process and upfront, we have a good idea what to expect for a foreign port visit." As a carrier, "we try to stay away from 24/7 service. We ask for our maximum service per day (for a particular service) and then decide what is cheaper 24/7 or maximum service per day (particularly with Collection, Handling, Transport (CHT) of waste water)? We always have to have a tugboat on standby." It is a requirement in case the carrier needs to leave on short notice. "The

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EXHIBIT ( 4 )



SUBJ: I/COMMANDER SEVENTH FLEET (C7F)/YOKOSUKA, JAPAN/FRAUD SUPPORT

## U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

CHT barge has to be notified at least 4 hours in advance if we are leaving as well." (b)(6), (b)(7)(C) added, "We're lucky we have a staff to go over the estimates."

4. With regard to CHT, RA asked (b)(6), (b)(7)(C) if they were aware of the separation of their grey water (food waste and non-sewage water waste). (b)(6), (b)(7)(C) stated they were not aware of the requirement and have not been told of a need for the separation; however they would comply if told they were not in compliance. (b)(6), (b)(7)(C) stated there is a flow meter in their waste water tanks as it is a requirement. (b)(6), (b)(7)(C) stated the ship's flow meter is accurate and "We are not forced to pay our bills (when a HSP gives a higher volume pumped than the flow meter records)." Both (b)(6), (b)(7)(C) stated they know there is a lot of pressure for new (b)(6), (b)(7)(C) to sign off on their invoices in order to get underway, but they should not sign off on anything that appears fraudulent and they can pay their bills at a later time. (b)(6), (b)(7)(C) stated that when they were in the Middle East a ship that was there previously was overcharged, but the HSP gave the USS VINSON the credit. When faced with a bill for something they did not require or order, (b)(6), (b)(7)(C) stated, "It's not hard for us to not pay. There is a formal dispute process between the contractor and the contracting office."

5. (b)(6), (b)(7)(C) stated a vulnerability is when unauthorized people ask the HA for items. "Those people have to go through the (b)(6), (b)(7)(C) not directly to the HA." (b)(6), (b)(7)(C) also stated they have seen when the HA knows the Commanding Officer (CO) and tells the (b)(6), (b)(7)(C) "The CO says this is the best service ever." (b)(6), (b)(7)(C) related that \$25,000.00 is the maximum he could approve for any purchase, anything above that has to be authorized and approved. All of the HA's should know this.

6. (b)(6), (b)(7)(C) stated that every two weeks, he takes part in a video teleconference with Commander Pacific Fleet (PACFLT) in order to discuss issues with the port visits and to prepare for the next visit. (b)(6), (b)(7)(C) stated they like the Glenn Defense Marine Online Purchase Access (OPA) has made it easy to select contractors to provide goods and services during port visits. (b)(6), (b)(7)(C) stated as part of a battle group, the USS VINSON pays for the security. "All the (b)(6), (b)(7)(C) in the battle groups should talk amongst each other to make sure they are not each paying separately for the same stuff like tariffs and port fees. Some of the items are paid for by the carrier, like security and the tariffs. Both (b)(6), (b)(7)(C) stated they have had a good experience thus far in Western Australia but would provide any information regarding fraudulent activity if it arose. (b)(6), (b)(7)(C) also provided information about suggestions to improve (b)(6), (b)(7)(C) training and foreign port visits that will be provided via separate reporting.

REPORTED BY: (b)(6), (b)(7)(C)  
OFFICE: NCISRA YOKOSUKA, JAPAN

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28MAY12-FEYK-0348-41CR

29MAY12

SUBJ: I/COMMANDER SEVENTH FLEET (C7F)/YOKOSUKA, JAPAN/FRAUD SUPPORT

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(b)(6)  
(b)(7)(C)

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# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF INTERVIEW LT (b)(6), (b)(7)(C) USN

1. On 25Apr12, Reporting Agent (RA) met with (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) USS BUNKER HILL (CG-52). RA met with (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) to discuss his experiences with foreign port visits and with his experiences with the husbanding service provider (HSP), Glenn Defense Marine Australia (GDMA), during the current port visit in Freemantle, Western Australia.
2. (b)(6), (b)(7)(C) stated that overall he was receiving good service from GDMA during the Western Australia port visit. (b)(6), (b)(7)(C) stated (b)(6), (b)(7)(C) were the Husbanding Agents (HA) for this particular port visit stating they have been receptive to requests submitted via email and "they are easy to contact." (b)(6), (b)(7)(C) related there had been only minor inconveniences thus far with the port visit, mostly concerning trash removal. (b)(6), (b)(7)(C) added the Online Purchasing Access (OPA) website provided by GDMA has been a helpful tool in allowing him to compare other vendors for services and to choose them. However, (b)(6), (b)(7)(C) related that "Once you choose something, the price you approved it at does not reset and the price can change. You are not required to re-approve if the price reset, so you can get a different price than you originally chose it for." (b)(6), (b)(7)(C) stated he had this happen to him at a previous port visit.
3. When asked about Collection, Handling, and Transport (CHT) of the waste water from the ship, (b)(6), (b)(7)(C) stated there was no gauge to show how much waste water is being pumped from the ship, but knew from experience that the ship holds 10,000 gallons and the HA is aware of that. (b)(6), (b)(7)(C) also added he has a problem with connectivity to the OPA while underway, and that can make it difficult to have things in order before the ship pulls into a port. With regard to paying the bills at the end of the port visit, (b)(6), (b)(7)(C) stated he does not think there will be any issues but knew there may be a possible demerge fee for the CHT. (b)(6), (b)(7)(C) was also aware that the USS CARL VINSON (CVN-70) would be paying for some of the higher priced items such as security, port tariffs, and other items. (b)(6), (b)(7)(C) related he would contact RA if he found or suspected any alleged fraud from the HSP or other vendors during the Western Australian port visit.

REPORTED BY: (b)(6), (b)(7)(C)  
OFFICE: NCISRA YOKOSUKA, JAPAN

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PAGE 1 LAST (b)(6), (b)(7)(C) V2 LNY

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EXHIBIT ( S )



# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

INVESTIGATIVE ACTION

29MAY12

CONTROL: 28MAY12-FEYK-0348-4YCR

I/COMMANDER SEVENTH FLEET (C7F), YOKOSUKA, JAPAN/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT VISIT APRIL 2012

RESULTS OF CONTACT WITH (b)(6), (b)(7)(C) CIV

1. On 21Apr12, Reporting Agent (RA) travelled to Perth, Western Australia, to observe a foreign port visit in Freemantle, Western Australia. The USN ships participating in the port visit were the USS CARL VINSON (CVN-70), USS BUNKER HILL (CG-52), USNS BRIDGE (T-AOE-10), and the USS MICHIGAN (SSGN-727) from 22Apr12-29Apr12. During the visit, RA met with the (b)(6), (b)(7)(C) from each vessel and talked with various Western Australian officials, particularly (b)(6), (b)(7)(C)

(b)(6), (b)(7)(C) Freemantle, Western Australia. Contact with (b)(6), (b)(7)(C) was informal in nature. RA was also accompanied during the port visit by Participant Agent (PA) (b)(6), (b)(7)(C) NCIS Perth, Western Australia. PA (b)(6), (b)(7)(C) was responsible for coordinating with the USN vessels and the Western Australian officials for the port visit, particularly with regard to force protection matters.

2. On 24Apr12, the USS CARL VINSON (CVN-70), USS BUNKER HILL (CG-52), and USNS BRIDGE (T-AOE-10) arrived in Freemantle, Western Australia. Due to Australian laws, the USS CARL VINSON (CVN-70) had to anchor two-miles away from shore and the USNS BRIDGE (T-AOE-10) anchored in Cockburn Sound, near Her Majesty's Australian Ship (HMAS) Stirling, Royal Australian Navy (RAN) base. The USS BUNKER HILL (CG-52) berthed at the Freemantle Passenger Terminal pier. The pier was the same pier the ferry boats from the USS CARL VINSON and USNS BRIDGE would pick up and drop off crew members.

3. In discussions with PA (b)(6), (b)(7)(C) the security guards for the Freemantle Passenger Terminal were unarmed civilians. Though it was known that the contract required armed security guards at the ports, Australian laws disallowed civilians from being armed. The only individuals capable of being armed security guards were Western Australian Police (WAPOL) officers. Due to work regulations, if armed guards were mandatory, they would be staffed by off duty WAPOL officers who would have to be paid high amounts of overtime. Due to the low threat levels of Freemantle Port, a consensus was reached to allow unarmed security guards to man the gates and ports of entry into the Freemantle Passenger Terminal in order to maintain a reasonable cost for the port visit.

4. According to PA (b)(6), (b)(7)(C) the Husbanding Service Provider (HSP),

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EXHIBIT ( 6 )



SUBJ: I/COMMANDER SEVENTH FLEET (C7F)/YOKOSUKA, JAPAN/FRAUD SUPPORT

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

Glenn Defense Marine Australia (GDMA) had to provide ferry boats for service between the anchored vessels and Freemantle Passenger Terminal. Per PA (b)(6), (b)(7)(C) originally, the ferry boats were to be furnished by local Western Australia tour boats; however, they were very expensive. GDMA brought two of their own ferry boats from Singapore to be utilized for the Western Australia port visit. A local charter boat was also utilized as the third ferry boat. PA (b)(6), (b)(7)(C) and PA (b)(6), (b)(7)(C) Special Agent Afloat, USS CARL VINSON (CVN-70) noted the GDMA boats appeared less than seaworthy, but after careful inspections by the Freemantle Port Authority and WAPOL and USN, they were deemed safe were ultimately used for continuous round trips between the anchored vessels and the Freemantle Passenger Terminal. Also, per PA (b)(6), (b)(7)(C) Freemantle Port Authority has their own hired security guards that were used for the port visit as Freemantle Port Authority has the final say on who will provide the security for their port.

5. In speaking with (b)(6), (b)(7)(C) Western Australia was happy to host the USN vessels and wanted to assure it was a successful visit at a reasonable cost. (b)(6), (b)(7)(C) was familiar with the (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) was aware that (b)(6), (b)(7)(C) overcharged the USN during several port visits in 2010 and 2011. (b)(6), (b)(7)(C) stated he knew that because of (b)(6), (b)(7)(C) practices, Australia got a reputation with the USN as being a corrupt location for port visits and that could hurt relations between the RAN and USN and possibly hurt the chances of future port visits to Australia. (b)(6), (b)(7)(C) wanted to ensure that the port visit was cost effective and reasonable. (b)(6), (b)(7)(C) also noted he felt (b)(6), (b)(7)(C) should be prosecuted for his illegal actions toward the USN.

6. Throughout the port visit, RA photographed the Freemantle Passenger Terminal. Enclosures (A) pertains.

**ENCLOSURES**

(A) 8 Template Photos of Freemantle Port/23-29Apr12

REPORTED BY: (b)(6), (b)(7)(C)

OFFICE: NCISRA YOKOSUKA, JAPAN

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I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT  
VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

USS BUNKER HILL (CG-52)  
DOCKED PIERSIDE AT  
FREEMANTLE PASSENGER  
TERMINAL FACING NORTHEAST

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23-  
29APR12

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ENCLOSURE (A)



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WESTERN AUSTRALIA PORT  
VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

SECURITY CHECKPOINT FOR WASTE  
MANAGEMENT VEHICLES AT  
NORTHEAST GATE TO FREEMANTLE  
PASSENGER TERMINAL

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23-  
29APR12

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WESTERN AUSTRALIA PORT  
VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

USS BUNKER HILL (CG-52)  
BERTHED PIERSIDE AT  
FREEMANTLE PASSENGER  
TERMINAL

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23-  
29APR12

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WESTERN AUSTRALIA PORT  
VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

FREEMANTLE PASSENGER TERMINAL  
PIER FACING SOUTHWEST

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) 23-  
29APR12

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ENCLOSURE (A)



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VISIT APRIL 2012,

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28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

LOCAL CHARTERED FERRY BOAT

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) R/23-  
29APR12

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VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

GDM A FERRY BOAT

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23-  
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VISIT APRIL 2012,

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28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

PILOT BOAT IN FREEMANTLE PORT

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) 23-  
29APR12

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PHOTOGRAPH FORM



2. TITLE:

I/C7F/FRAUD SUPPORT TO  
WESTERN AUSTRALIA PORT  
VISIT APRIL 2012,

3. CCN:

28MAY12-FEYK-0348-4YCR

4. AGENT'S NAME:

SA (b)(6), (b)(7)(C)

5. SUMMARY/DESCRIPTION:

VIEW OF FREEMANTLE PORT  
FROM ATOP THE FREEMANTLE  
PORT AUTHORITY BUILDING

6. PHOTOGRAPHER/ DATE

PHOTO TAKEN:

SA (b)(6), (b)(7)(C) /23-  
29APR12

NCIS 5580/91 (Rev 06-2010) PREVIOUS EDITIONS ARE OBSOLETE

ENCLOSURE (A )